shielded so that leakage from any system carrying flammable fluids or vapors will not result in a fire caused by impingement of the fluids or vapors on any part of the exhaust system including shields for the exhaust system.

(c) Each component that hot exhaust gases could strike, or that could be subjected to high temperatures from exhaust system parts, must be fireproof. All exhaust system components must be separated by fireproof shields from adjacent parts of the airplane that are outside the engine and auxiliary power unit compartments.

(d) No exhaust gases may discharge so as to cause a fire hazard with respect to any flammable fluid vent or drain.

(e) No exhaust gases may discharge where they will cause a glare seriously affecting pilot vision at night.

(f) Each exhaust system component must be ventilated to prevent points of excessively high temperature.

(g) Each exhaust shroud must be ventilated or insulated to avoid, during normal operation, a temperature high enough to ignite any flammable fluids or vapors external to the shroud.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–40, 42 FR 15043, Mar. 17, 1977]

§ 25.1123 Exhaust piping.

For powerplant and auxiliary power unit installations, the following apply:

(a) Exhaust piping must be heat and corrosion resistant, and must have provisions to prevent failure due to expansion by operating temperatures.

(b) Piping must be supported to withstand any vibration and inertia loads to which it would be subjected in operation; and

(c) Piping connected to components between which relative motion could exist must have means for flexibility.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–40, 42 FR 15044, Mar. 17, 1977]

§ 25.1125 Exhaust heat exchangers.

For reciprocating engine powered airplanes, the following apply:

(a) Each exhaust heat exchanger must be constructed and installed to withstand each vibration, inertia, and other load to which it would be subjected in operation. In addition—

(1) Each exchanger must be suitable for continued operation at high temperatures and resistant to corrosion from exhaust gases;

(2) There must be means for the inspection of the critical parts of each exchanger;

(3) Each exchanger must have cooling provisions wherever it is subject to contact with exhaust gases; and

(4) No exhaust heat exchanger or muff may have any stagnant areas or liquid traps that would increase the probability of ignition of flammable fluids or vapors that might be present in case of the failure or malfunction of components carrying flammable fluids.

(b) If an exhaust heat exchanger is used for heating ventilating air—

(1) There must be a secondary heat exchanger between the primary exhaust gas heat exchanger and the ventilating air system; or

(2) Other means must be used to preclude the harmful contamination of the ventilating air.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–38, 41 FR 55467, Dec. 20, 1976]

§ 25.1127 Exhaust driven turbo-superchargers.

(a) Each exhaust driven turbo-supercharger must be approved or shown to be suitable for the particular application. It must be installed and supported to ensure safe operation between normal inspections and overhauls. In addition, there must be provisions for expansion and flexibility between exhaust conduits and the turbine.

(b) There must be provisions for lubricating the turbine and for cooling turbine parts where temperatures are critical.

(c) If the normal turbo-supercharger control system malfunctions, the turbine speed may not exceed its maximum allowable value. Except for the waste gate operating components, the components provided for meeting this requirement must be independent of the normal turbo-supercharger controls.

POWERPLANT CONTROLS AND ACCESSORIES

§ 25.1141 Powerplant controls: general.

Each powerplant control must be located, arranged, and designed under §§ 25.777 through 25.781 and marked under § 25.1555. In addition, it must meet the following requirements:

(a) Each control must be located so that it cannot be inadvertently operated by persons entering, leaving, or moving normally in, the cockpit.

(b) Each flexible control must be approved or must be shown to be suitable for the particular application.

(c) Each control must have sufficient strength and rigidity to withstand operating loads without failure and without excessive deflection.

(d) Each control must be able to maintain any set position without constant attention by flight crewmembers and without creep due to control loads or vibration.

(e) The portion of each powerplant control located in a designated fire zone that is required to be operated in the event of fire must be at least fire resistant.

(f) For powerplant valve controls located in the flight deck there must be a means:

(1) For the flightcrew to select each intended position or function of the valve; and

(2) To indicate to the flightcrew:

(i) The selected position or function of the valve; and

(ii) When the valve has not responded as intended to the selected position or function.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–40, 42 FR 15044, Mar. 17, 1977; Amdt. 25–72, 55 FR 29785, July 20, 1990; Amdt. 25–115, 69 FR 40527, July 2, 2004]

§ 25.1142 Auxiliary power unit controls.

Means must be provided on the flight deck for starting, stopping, and emergency shutdown of each installed auxiliary power unit.

[Amdt. 25–46, 43 FR 50598, Oct. 30, 1978]

§ 25.1143 Engine controls.

(a) There must be a separate power or thrust control for each engine.

(b) Power and thrust controls must be arranged to allow—

(1) Separate control of each engine; and

(2) Simultaneous control of all engines.

(c) Each power and thrust control must provide a positive and immediately responsive means of controlling its engine.

(d) For each fluid injection (other than fuel) system and its controls not provided and approved as part of the engine, the applicant must show that the flow of the injection fluid is adequately controlled.

(e) If a power or thrust control incorporates a fuel shutoff feature, the control must have a means to prevent the inadvertent movement of the control into the shutoff position. The means must—

(1) Have a positive lock or stop at the idle position; and

(2) Require a separate and distinct operation to place the control in the shutoff position.

[Amdt. 25–23, 35 FR 5677, Apr. 8, 1970, as amended by Amdt. 25–38, 41 FR 55467, Dec. 20, 1976; Amdt. 25–57, 49 FR 6849, Feb. 23, 1984]

§ 25.1145 Ignition switches.

(a) Ignition switches must control each engine ignition circuit on each engine.

(b) There must be means to quickly shut off all ignition by the grouping of switches or by a master ignition control.

(c) Each group of ignition switches, except ignition switches for turbine engines for which continuous ignition is not required, and each master ignition control must have a means to prevent its inadvertent operation.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–40, 42 FR 15044 Mar. 17, 1977]

§ 25.1147 Mixture controls.

(a) If there are mixture controls, each engine must have a separate control. The controls must be grouped and arranged to allow—

(1) Separate control of each engine; and

(2) Simultaneous control of all engines.